



## THE THEORY OF THOSE TRUSSES THAT HAVE BUCKLED.

The trusses are on the underside of the structure. If they were not there a heavy weight passing over the Bridge would tend to sag the cables into the position shown by the dotted lines—just as a slack wire sags under the weight of a performer walking across it. In other words, the trusses stiffen the Bridge, but are not positively essential to its safety.

## CALLAHAN'S WIFE KILLS HERSELF.

Ex-Assemblyman and Chinatown Magnate Called in Haste to Her Deathbed.

"Mike" Callahan's wife killed herself last night by drinking carbolic acid at her home, No. 71 Second avenue. Her husband, the ex-Assemblyman and Second District Tammany Hall politician, says she must have been insane. He knows no other cause for her suicide.

The news was brought to Callahan's liquor store on Chatham square, and the husband drove in a cab at once to his home. Later his three stores, the Chatham square place, one at No. 102 Park row and the saloon and restaurant at No. 82 Elm street, opposite the Criminal Courts Building, were closed.

Ex-Assemblyman Callahan is widely known as having given Theodore Roosevelt the hardest fight of any of the liquor dealers when the first crusade against Sunday selling was made. He is known as "the biggest man in Chinatown" and a devoted follower of ex-Police Justice Patrick Divver.

Sent for to Say Good-by.

Mrs. Jennie Callahan was thirty-two years old. When Della Horn, the daughter of the janitress at the flat on Second avenue took the evening papers to Mrs. Callahan last night she found her sitting in her armchair very much depressed.

"Hello, darling," she said, in a husky voice, "go and tell your mother to come here at once. I can't stand it and I want to say good-by to her."

Alarmed by this strange conduct of Mrs. Callahan who usually was light-hearted and happy, the little girl ran down the three flights of steps at full speed and called for her mother.

Mrs. Horn lost no time in going to the

Callahan flat. She found Mrs. Callahan barely able to nod her head in farewell, and then she dropped into a state of coma. A messenger was dispatched for a policeman and another for Callahan. When the ambulance from Bellevue arrived Mrs. Callahan was dead. They told Callahan so when he arrived a moment after them, that his wife could not live, but at his request they started for the hospital with the patient. She died on the way.

At Thirteenth street and Second avenue two men in a carriage got in the way of the ambulance and a collision ensued. One of the rear wheels of the ambulance was demolished and the dead woman was almost thrown from the vehicle. A policeman placed both men under arrest and they were taken to the East Fifth street station and locked up on the charge of reckless driving.

As Mrs. Callahan was dead, the body could not be taken to Bellevue, and it was placed temporarily in the station house. Later Mr. Callahan had an undertaker prepare it for burial.

Must Have Been Mad.

The ex-Assemblyman said he knew of no reason for his wife's action. "She must have been insane," he said. "We had no trouble, and our domestic relations were of the happiest. But about two weeks ago I thought I noticed a change coming over her. As a rule she was light and happy and went about the house singing and laughing. When I noticed her one day acting in a melancholy way I saw that something was wrong and wanted her to call the doctor. But the next day she was herself and I paid little attention to it until a few days later she had another attack of the same sort. She has acted in this way several times, and must have been mentally unbalanced."

Mr. Callahan's family physician corroborated this view of the case. "There was nothing but that Mrs. Callahan was insane," he said.

## THOUGHT HIS WIFE WAS SATAN.

Erber Tried to Suffocate His Babe and Then Chased His Spouse with an Axe.

William Erber, of Newark, was removed to the hospital in that city Thursday night suffering from delirium. Erber was overhauled on Monday and ever since has been acting strangely. He tried to murder his babe by turning it face downward in the cradle, and when his wife picked it up he tried to kill her with an axe. She was forced to remain out on the piazza all night.

Erber was laboring under a delusion that his wife was Satan, and he made her go down on her knees and kiss the Bible to prove that she was a Christian.

## REBELS ARMED IN GUATEMALA.

Wealthy Men in the Liberal Party Are Giving Their Support to Gen. Morales.

San Francisco, Aug. 5.—The following message regarding the revolution in Guatemala has been received in this city from a friend and supporter of General Morales, now at Tampachula:

"Prospero Morales is at San Marcos. Quenaldanango favors the revolution. We are on the way to Ocosingo."

(Signed) "MIGUALINS."

Morales is said to have 5,000 Remington rifles and 700 men. Details of the revolt are difficult to obtain, as telegraphic communication is interrupted.

Morales is represented to have little means of his own, but he is supported by wealthy men in the Liberal party. There is believed to be an understanding between Jose Leon Castillo and Morales, both of whom are candidates for the Presidency, that the one who has the strongest following shall receive the other's support. What they are bent on is the defeat of Carcena.

Camp Black-Infantry and Artillery.

See L. A. R. adv., excursion column.

## \$500,000 CHECK TO THE PRINCESS.

Sir Thomas Lipton Gives That Amount to Found a Restaurant for the Poor in London.

London, Aug. 5.—Ten days ago Sir Thomas Lipton visited Marlborough House and presented the Princess of Wales with a check for £500,000 (\$800,000) to start dining rooms in London at which working people may secure substantial meals for from 2 to 8 cents each.

There will be a central dining room, capable of accommodating 2,000 people simultaneously. It is expected that from 8,000 to 10,000 dinners will be served there daily. The trustees, of which the Princess of Wales will be one, will shortly be appointed to manage the project, which will be known as the "Alexandra Trust."

## ZOLA'S APPEAL DISMISSED.

Court of Cassation Upholds the Assizes in Sentencing the Novelist for Libel.

Paris, Aug. 5.—The Court of Cassation has dismissed the appeal of M. Emile Zola against the decision of the Versailles Assizes Court on July 18 in overruling several objections raised by M. Labori, counsel for M. Zola. The Versailles Court upon that occasion also refused to suspend the trial, while the defendants appealed against the overruling, whereupon M. Labori announced that he would allow judgment by default, and M. Zola and M. Perrenx, the novelist's co-defendants, were sentenced each to a year's imprisonment, with three thousand francs fine and to pay the costs. The suit was for libel and brought against them by the officers who composed the Esterhazy court-martial.

## Advertising Information.

Phenomenal growth of Sunday Journal "Wants." During four Sundays in July Journal "Wants" gained 1,734 over same four Sundays last year. Sunday Journal "Wants" bring Monday morning results.

## THE BRIDGE IS ABSOLUTELY SAFE: ITS STRENGTH IS NOT IMPAIRED.

Buckling of Ironwork Is Caused by Heat, and Does Not Affect the Structure's Stability.

## THE BRIDGE IS SAFE BEYOND A DOUBT.

The Brooklyn Bridge is safe beyond doubt. Experts in engineering have, at the instance of the Journal, investigated the condition of the structure, and they report that the buckling of the ironwork has in no way impaired the strength of the big span. The Journal is enabled to announce that the buckling is something merely superficial and which is liable to happen at any time. It does not affect the stability of the structure. According to the report of Chief Engineer Probascio it is entirely safe to assume that the bridge is as strong to-day as it has been at any time since it was built.

The carrying capacity of the bridge is four times its own weight; under the present conditions the strain on the bridge is never at any time equal to its weight.

COLONEL WASHINGTON A. ROEBLING will begin a minute and careful examination of the Brooklyn Bridge to-day at the request of Bridge Commissioner Shea. The engineers in the Commissioner's department declare that the structure is perfectly safe, but Commissioner Shea wants the weight of Colonel Roebling's name—a name closely associated with the designing and building of the big span—to reassure the public mind.

The Municipal Council began their investigation of the condition of the Bridge yesterday, and it was brought out at the joint-committee meeting that an ordinance is needed to provide a penalty for violation of the 102 feet distance rule between trolley cars. The Bridge Commissioner declared that there was great difficulty in holding the trolley companies to the observance of this regulation. During the last day or two the companies' inspectors have compelled the motormen to observe the rule, and as a consequence the passengers largely outnumbered the accommodations during the rush hours. Much traffic has been diverted to the cable cars and the ferries.

## They Scoff at Danger.

The reports of the Bridge engineers scoff at any danger on the Bridge. The buckling of the iron work they ascribe to the heat, and they say it has occurred before, and has been patched up as in the present case. They are prepared to go on patching up the trusses and beams as fast as they bend and break and buckle, but the strength of the cables, they say, which bear all the weight of the roadway, has not been impaired.

Ever since the big span was built it has been a marvel of engineering to road builders but to the people of Greater New York it has had an added attraction as the imposing, symmetrical connecting link between the East and West ends of the city. The added weight of long strings of trolley cars, the Bridge bids fair to become a thing of shreds and patches, rough and unrefined, even though its strength is not impaired.

## Council Begins Investigation.

Councilman John T. Oakley, vice-chairman and acting president of the Municipal Assembly, presided at the joint meeting of the Council committees on Railroads, Bridges and Tunnels, which began its investigation of the condition of the Brooklyn Bridge yesterday. Only Councilmen Conry, French, Leich and Bruce were absent. Bridge Commissioner Shea and Deputy Commissioner York were present, at the request of the committee, to answer questions.

President Oakley told Commissioner Shea about the resolution calling for the investigation, and stated that as this was the inaugural day of the joint committee, no specified list of questions had been prepared. The general belief that the Bridge was in a dangerous condition called for an answer from the Commissioner. Mr. Shea said that, of course, the matter was of very large and general interest to the public, and for that reason he had called on Chief Engineer Probascio for a report the day after the Bridge's condition was exploited in the newspapers. Then he read Engineer Probascio's report, written last week Friday, as follows:

I beg to report that last night, shortly after 6 o'clock, a horse was overcome by the heat and fell. A crowd of vehicles and trolley cars covered the land span and the main span from the Brooklyn anchorage to the Brooklyn tower. A very heavy strain was thrown on the roadway stays, and the lower chord buckled under. This is not new, and has occurred several times before.

We have remedied it by putting timber braces on the chord and transferred the strain to the next section of the chord, which has obviated

any further buckling in that place. I have directed Mr. Dempsey to put these braces in the channels where the roadway stays take hold of the chord.

## Probascio's Report.

Commissioner Shea said that after receiving this report he recommended that a complete examination of the structure be made, and on last Tuesday Engineer Probascio made the following report:

I have caused an examination to be made of the cables in the towers and at the anchorage. The stiffening trusses and the floor beams, and I find that every portion of the Bridge, so far as the stability is concerned, is the same now as in previous examinations.

The roadway stays at the point of connection with the lower chords have in several instances caused a buckling of the two channels forming the roadway. This buckling has been noticed and taken care of before, and the trusses do not part of the supporting strength of the Bridge, which is in the cables alone. It is entirely safe to assume that the Bridge is as strong today as it has been at any time since its erection.

"Since receiving this second report," continued the Bridge Commissioner, "I have requested Washington A. Roebling, the engineer, who had charge of the construction of the Bridge, to make a minute examination of the structure. One of my officers, for instance, asked a motorman if he thought he was the proper distance behind his leader."

"In conclusion, gentlemen, I can only say, as my engineers say to me, that the Bridge is as safe as the sidewalks of our streets. The old Board of Bridge Trustees favored allowing the trolley cars on the roadway after receiving a report from Mr. Roebling that the Bridge's carrying capacity was four times its own weight. Under the present conditions and the enforcement of the 102-feet distance regulation between the trolley cars it is impossible to find a strain equal to its own weight on the Bridge at any time."

"But they don't keep that 102 feet distance," suggested a Councilman.

## Trouble from Motormen.

"The regulation requires it," admitted Commissioner Shea, "but it is difficult to enforce it. Whenever the cars get stalled one motorman will improve the opportunity to steal up a few feet on his leader and the others will do the same all along the line. Then there is the difficulty of measuring the distance accurately. One of my officers, for instance, asked a motorman if he thought he was the proper distance behind his leader."

"Oh, yes," said the motorman, "that and more too. As a matter of fact, the distance was not over fifty feet."

"Would you suggest any further ordinances governing this point?" asked Councilman Francisco.

"I think the existing ordinance and regulations should be reinforced," replied the Commissioner. "A resolution should be passed calling on the Bridge Commissioner and these men to see to its enforcement. The trolley people have notified their employees that the distance between trolley cars is fifty feet, and this should enable the motormen to gauge the legal distance between the cars."

"Haven't you sufficient police to enforce the regulation?" inquired Mr. Oakley.

"I presume an ordinance enacted by this body would have a more overwhelming weight," replied the Commissioner. "When a policeman arrests one of the motormen now it's a question whether there is any adequate punishment."

## Can Stop the Trolleys.

"Can't we compel them to keep a greater distance between cars, say 125 feet?" asked Councilman Francisco.

"The engineers say that 102 feet is quite ample," replied the Commissioner.

"But we can stop the trolleys altogether," suggested a Councilman.

"Unquestionably," said the Commissioner.

Chairman Oakley said the committee would like to have a copy of the contract

with the railroad companies, and also Engineer Roebling's report as soon as it was prepared. Commissioner Shea promised to comply, and the joint committee adjourned till 2 p. m. next Wednesday.

## TRAFFIC IS DRIVEN TO OTHER ROUTES.

Deputy Bridge Commissioner Harry Beam, who has charge of the Brooklyn Bridge, read the Journal's story yesterday morning about the second buckling near the New York tower. As soon as he reached his office he summoned Assistant Engineer Hamilton and together they examined the bent iron work.

"That little bit of twisted iron work," he said, "does not affect in the slightest the carrying capacity of the bridge. So long as the four main cables are all right there is no danger of the slightest danger of the bridge going to pieces."

"There is one good effect that all this agitation has had; the trolley companies are living up to their agreement to keep the one hundred and two foot distance rule."

C. B. Martin, electrical engineer of the bridge, went so far as to say that all the road work except the mere cross pieces on which the roadways are built might be cut away entirely and the roadways which are suspended from the main cables would be just as safe as the day the bridge was built. The longitudinal pieces which have been buckled, he says, are such as are put in there to keep the main cross pieces stiff, so as to prevent swaying. These pieces are liable to buckle with the heat at any time, but it can never affect the safety of the structure."

## No Danger in Buckling.

One engineer who helped to build the bridge, and who was for years in the employ of the Bridge, agreed that there was no danger in the buckling so far. He said, however, that the trolley cars crowding on that portion of the Bridge, contributed, with the heat, to make the iron work bend.

The reported danger to the Bridge and the difficulty in getting cars enough across in the rush hours have combined to drive the public to the ferries and the elevated roads.

Before the 102-foot rule was put in force the trolley companies ran 4,500 cars a day over the Bridge. That number has been reduced by from 350 to 375 cars a day. This represents the number of cars that have been crowded off the Bridge in the rush hours. The cars slips cannot rest on the Bridge, owing to the delay occasioned by spacing the cars.

At a seven-mile-an-hour rate, with the cars running 10 seconds apart, as provided in the contract with the trolley companies, 240 cars could get over the Bridge every hour. With an average of 60 passengers to a car 12,000 passengers would be the limit of the combined trolley system. The companies have heretofore been handling over 16,000 an hour in the rush hours. The difference is supposed to represent approximately what the surface roads will lose.

## Driven to Other Routes.

These overflow passengers are either carried by the elevated and Bridge cars or the ferries.

The past two days have shown a decided boom in both directions. President Uhlmann, of the Brooklyn Elevated Company, said yesterday that the receipts of his company had shown no noticeable increase since the trolley companies have been restricted, but the ticket sellers and other employees say they have noticed an immense increase in the traffic by the Bridge and elevated cars.

The ferry companies, especially the Union Ferry Company, which controls the Hamilton, South, Wall, Fulton and Catherine street lines, reported a big increase in their business yesterday.

## WALES COMING TO SEE US AGAIN.

The Prince Plans a Tour of the United States for Next Summer.

London, Aug. 5.—It is admitted that the Prince of Wales does not look unfavorably upon the proposal that he shall make a tour of the United States and Canada next Summer. This step was suggested as a part of the programme for the promotion of an Anglo-American alliance, and is receiving encouragement in many quarters.

His Highness still cherishes very pleasant recollections of his journey to America in 1890, which he took to fulfil a promise made by the Queen to the Canadians at the time of the Russian war. He travelled then under the name of Lord Renfrew, and was

entertained at Chicago, St. Louis, Cincinnati, Pittsburg, Baltimore and Washington. In the capital he was for five days the guest of President Buchanan.

The royal party made a hurried trip to Richmond, Va., and upon their return went from Philadelphia to New York by steamship. Half a million citizens of the metropolis turned out to welcome the Prince as he drove from the Battery up Broadway to the Fifth Avenue Hotel. His five days' stay in New York was a round of public and private entertainments. From New York the royal traveller went to Albany, and thence to Portland, Me., where he and his wife boarded the British war ship *Hero* and returned to England.

## BEAUTIFUL GIRL DIES OF BURNS.

Miss Edith King's Clothing Was Ignited by a Flame from an Oil Stove.

Miss Edith King, the pretty daughter of School Trustee Reese King, of Union Hill, N. J., died yesterday from the effect of burns received at her home.

Miss King, who was seventeen years old, was in the pantry on Thursday afternoon when a flame from the gas stove caught her wrapper. In an instant flames enveloped the girl.

Her mother rushed to the girl's assistance and tried to wrap a rug around her, but the girl in her agony tried to fight her off. She was soon a mass of burns. She lingered till one o'clock yesterday morning, when she died.

Miss King was one of the most popular girls in Hudson County. She was an eloquent of no mean ability and her services were constantly in demand at church entertainments.

## ENGLISH JURY ACQUITS JIMINEZ.

Dominican Rebel Leader Freed of the Charge of Violating the Enlistment Act.

## Special Cable to the Journal.

(Copyright, 1898, by W. R. Hearst.) NASSAU, N. P., Aug. 5.—The trial of Jiminez, the Dominican revolutionist, was concluded here to-day. The jury was unanimously for acquittal.

Jiminez was arrested at Inagua, Santo Domingo, and sent here for trial by an English jury on a charge of violating the Foreign Enlistment act.

## GOVERNOR GETS GHASTLY INVITE.

Charles Clyburn, Condemned to Death, Sends Invitation to His Own Execution.

Little Rock, Ark., Aug. 5.—Charles Clyburn and Coleman, alias Fiske Fleming, were hanged to-day. The execution of Clyburn, who killed Deputy Sheriff Rollins on March 27, 1897, while the latter was attempting to arrest him for burglary, took place at Prescott. Clyburn had invited the Governor to be present at the execution, but the Governor declined.

Coleman, who was hanged at Dumas, was a colored man. He suffered death for assaulting a negro woman.

## Tammany Sachem's House Burned.

Greenwich, Conn., Aug. 5.—During a heavy electrical shower Wednesday night the Summer residence of Dr. Robert Taylor, at Round Hill, was hit by lightning, which entered an upper chamber and demolished the furniture. No fire was seen, but this morning at 11 o'clock the house was discovered to be in flames, and with its contents was burned to the ground. The loss is about \$10,000. Dr. Taylor is a Sachem of Tammany Hall and president of the Bayville Cigar Company, of New York.

## ROCKEFELLER'S TAX LAWSUIT.

Justice Barnard Reserves His Decision in the Reduction of the Assessment.

Poughkeepsie, N. Y., Aug. 5.—The court proceedings begun by Dykman & Morse, the lawyers, representing John D. Rockefeller, to confirm the report of Willett E. Hoyerstadt in the matter of Mr. Rockefeller's action against the town of Mount Pleasant, Westchester County, to have his tax assessment reduced, came up before Justice J. F. Barnard at a special term of the Supreme Court here to-day. The town was represented by Attorney Millard, of White Plains.

Mr. Millard's argument was that the whole proceeding, before the referee, as well as the assessment itself, was illegal under the statute. Assessor Martin was in court and listened attentively to the arguments of the lawyers, but had nothing whatever to say. Justice Barnard reserved his decision.

## BAD JAPANESE BAND TOGETHER.

Organize the Wakayama Jin Kai in "Frisco, and Each Member Carries Concealed Sword.

San Francisco, Aug. 5.—Commissioner of Immigration North has discovered in this city an organization similar in its aims and purposes to a Chinese Highlander tong. Wakayama Jin Kai is its name. Its members number some of the worst characters in the Chinese colony. While ostensibly organized for benevolent and social purposes, the members are bound by a code which compels them to obey the desires of a majority of their number. They all carry a sword concealed in a cane or umbrella, but pistols and knives are not despised. Funds for the maintenance of the society have been solicited from Chinese all through the State.

## Tired People

Find Strength and Vigor in Hood's Sarsaparilla.

This Great Medicine Purifies, Enriches and Vitalizes the Blood.

That Tired Feeling is just as surely due to thin, impure, sluggish, lifeless blood as scrofula, salt rheum or other "blood diseases," and it is just as surely and quickly cured by Hood's Sarsaparilla. Nature's true tonic and vitalizer. To give you a good appetite, tone your stomach, steady your nerves, and make you "fighting strong," there's nothing like Hood's Sarsaparilla. This is the testimony of thousands of people.

## Hood's Sarsaparilla

America's Greatest Medicine. \$1. six for \$5. Prepared by C. I. Hood & Co., Lowell, Mass. Hood's Pills the best family cathartic, easy to operate. 25c.